## **NPS/RIP** Route ID Report

(Numerical By Route #)

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0 ,	White = Paved Routes, ARAN Driven	Yellow = Unpaved Routes, ARAN not Driven	Blue = All Paved Parking Areas		
Red text denotes approx. mileage	Grey = Paved Routes, ARAN not Driven	Red =	Green = All Unpaved Parking Areas		
	Black = Paved State, Local or Private non-N				

## SAPU

## Salinas Pueblo Missions National Monument

Rte. #	FMSS Asset #	Route Name	Route Des From	cription To	Paved Miles	Un- Paved Miles	Rte. Lgth	Func. Class	Rte. Lanes	Manual Rated SQ/FT	Surf. Type
0010	72059	GRAN QUIVIRA ROAD	From Park Boundary	To Route 0900	0.80	0.00	0.80	1	2	0	AS
0400	79398	RESIDENCE ROAD	From Route 0010	To Route 0400A	0.08	0.00	0.08	5	1	0	OC
0400A		RESIDENCE ROAD LOOP	From Route 0400	To End of Loop	0.04	0.00	0.04	5	1	0	OC
0401		WELL ROAD	From Route 0010	To End	0.00	0.81	0.81	6	1	0	GR
0403		WATER STORAGE TANK ROAD	From State Highway 55	To End	0.00	1.50	1.50	6	1	0	GR
0404		GRAN QUIVIRA MAINTENANCE AREA ROAD	From Route 0400	To Route 0903	0.05	0.00	0.05	5	1	0	OC
0700	72632	GQ SERVICE ROAD	From	То	0.00	1.50	1.50	ZZ		0	GR
0701	79394	GQ WELL HOUSE ROAD	From	То	0.00	0.80	0.80	ZZ		0	GR
0900	72030	GRAN QUIVIRA VISITOR CENTER PARKING	From Route 0010	To Parking	0.00	0.00	0.00	9		22,270	OC
0901	72230	QUARAI VISITOR CENTER PARKING	From Park Boundary	To Parking	0.00	0.00	0.00	9		11,686	NC
0902		ABO RUINS PARKING	From State Highway 513	To Parking	0.00	0.00	0.00	9		6,000	GR
0903		MAINTENANCE AREA	From Route 0404	To Maintenance Area	0.00	0.00	0.00	9		25,000	GR
0904		RV PARKING	From Route 0404	To Parking	0.00	0.00	0.00	9		10,000	GR
				Totals	0.97	4.61	5.58			74,956	

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Red process         Red =         Green = All Unpaired Parked Routes           Red = and the second state of the second state second state of the second state state second state s			White = Paved Routes, ARAN Driven	Yellow = Unpaved Routes, ARAN not Dr	iven Blue = All Paved Parking Areas
Black = Paved State, Local or Private non-NPS Routes, ARAN Driver         Purple = <b>Description</b> Park Road/Rural Parkaway (Able Roads). Roads which constitute the main access route, circulatory tour, numbered 1-9. State Routes Numbers 1-9. Note: Route Paveways (c.g. Nacket Warth Parkawy (c.g. Nacket Numbers 100-1999) <b>Surface Type Abbreviations: Sore</b> Cannector Park Road (Public Roads) - Roads which provide access within a park to areas of scenic, scientific, areas and/or access to privative Park Road (Public Roads) - Roads which provide circulation within public areas, such as the areas not a magnetize scenario and access and the access within and ericulation within public areas, such as the areas of the access and the designed for one-way circulation. Route Numbers 200-299.              Condet Grame Road (Public Roads) - Roads which provide circulation through mente areas and/or access to privative campopuods, and undeveloped areas. These roads frequently have no minimum design standards and the service scenario and the security and the same route numbers because, histoncially, they ware numbers 400-499.              Restricted Road (Administrative Roads) - All public roads intended for access to administrative endered and the designed for one-way curves. These roads frequently wares. Soute Numbers 400-499.              Cohe Chip Scale Bave ment (Long Nacket Number 400-499).              Cohe Chip Scale Pavement (Control Have Have Based Bad Bad Bad Bad Bad Bad Bad Bad Bad Ba			Grey = Paved Routes, ARAN not Driven	Red =	Green = All Unpaved Parking Areas
<ul> <li>Class 1 Principal Park Road/Rural Parkway (Public Roads) Roads which constitute the main access route, circulatory tour, or thoroughtare for park visitors. Route Numbers 1 - 95. Note: Rural parkways (e.g., Natchez Trace) are numbered 1 - 95. State Routes Invested Internet 1 - 95. Rote: Rural parkways (e.g., Natchez Trace) are numbered 2 - 95. Survey Seal parkways (e.g., Natchez Trace) are numbered 2 - 54. Sack Rural numbered 2 - 54. Sack Rur</li></ul>		U U	Black = Paved State, Local or Private non-	NPS Routes, ARAN Driven Purple =	
Gas 1       Principal Park Road/Rural Parkway (Public Roads). Roads which constitute the main access route, circulatory tour, numbered 1 - 9. State Route Numbers 300.9999. Note: Rural parkways (e.g. Nathet Trace) are numbered 1 - 9. State Routes Invectored for Park. Route Numbers 5000-5999       As - Asphaltic Concrete Pavement (Dore 59ers)         Class 2       Connector Park Road (Public Roads) - Roads which provide access within a park to areas of scenic, scientific, access route route composes, concessional re Culture concessional re Culture concessional re Cultures, concessional re Culture, concess		Ge	neral Park Road Functional Classific	cation Table	Surface Tune Akkrevistioner
<ul> <li>recreational or cultural interest, such as overlooks, campgrounds, etc. Route Numbers 100-199.</li> <li>Class 3 Special Purpose Park Road (Public Roads) - Roads which provide circulation within public areas, suitor center complexes, concessionaire facilities, etc. These roads generally serve low-speed traffic and are often designed for one-way circulation. Route Numbers 200-299.</li> <li>Class 4 Primitive Park Road (Public Roads) - Roads which provide circulation. Boute Numbers 200-299.</li> <li>Class 5 Administrative Access Road (Administrative Roads) - All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas. Route Numbers 400-499.</li> <li>Class 5 Administrative Access Road (Administrative Roads) - All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas. Route Numbers 400-499.</li> <li>Class 6 Restricted Road (Administrative Roads) - All public roads intended for access to administrative developments or structures and her similar roads. Route Numbers 400-499.</li> <li>Class 6 Urban Parkways and Gluy Structs). These facilities serve high volumes af park and non-park that rec owned and maintained by the National Park Service. The construction and/or reconstruction should conform with accepted local engineering practice and local conditions. Route Numbers 1-9.</li> <li>Class 7 Boat Ramp - (Public and Administrative) Route Numbers 800-899.</li> <li>Parking Area C (Public and Administrative Roads and roads Park). These facilities serve high volumes of the adjoining street system that are owned and maintained by the National Park Service. The construction and/or reconstruction should conform with accepted local engineering practice and local conditions. Route Numbers 100-1990.</li> <li>Class 9 Boat Ramp - (Public and Administrative) Route Numbers 800-899.</li> <li>Class 9 Boat Ramp - (Public and Ad</li></ul>		or thoroughfare numbered 1 - 9	for park visitors. Route Numbers 1 - 99. Note: Ru State Routes Invetoried for Park. Route Numbers	ral parkways (e.g. Natchez Trace) are 5000-5999	AS - Asphaltic Concrete Pavement CO - Portland Cement Concrete Pavement
Class 4 Primitive Park Roads (Public Roads) - Roads which provide circulation through remote areas and/or access to primitive campgrounds and undeveloped areas. These roads frequently have no minimum design standards and hote: Functional Classes 3 and 4 have the same route numbered because, historically, they were numbered similarly. Automative Roads) - All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas. Route Numbers 400-499. Class 6 Restricted Road (Administrative Roads) - All roads normally closed to the public, including patrol roads, truck trails, and other similar roads. Route Numbers 400-499. Note: Functional Classes 5 and 6 have the same route numbers because historically they were numbered similarly and often there is little distinction between these routes. For example, because utility areas and employee housing are often closed to the public, including patrol roads, truck trails, and other similar roads. Route Numbers 400-499. Note: Functional Classes 5 and 6 have the same route numbers because historically they were numbered similarly and often there is little distinction between these routes. For example, because utility areas and employee housing are often closed to the public, this restriction would result in classification of FC 6 rather than FC 5. Class 7 Urban Parkway (Urban Parkways and City Streets) - These facilities is an urban area. This category of roads primarily encompasses the major parkways which serve as gateways to our nation's capital. Other major park roads or portions threerof, however, may be included in this category. Route Numbers 600-699. Parking Area - (Public and Administrative) Route Numbers 800-1999. Parking Area - (Public and Administrative) Route Numbers 900-1999. Parking Area - (Public and Administrative) Route Numbers 900-1999. Parking Area - (Public and Administrative) Route Numbers 600-1999. Parking Area - (Public and Administrative) Route Numbers 600-1999. Parking Area - (Publ		recreational or of Special Purpose campgrounds, p	ultural interest, such as overlooks, campgrounds, et Park Road (Public Roads) - Roads which provide cir icnic areas, visitor center complexes, concessionaire	tc. Route Numbers 100-199. culation within public areas, such as facilities, etc. These roads generally serve	GR - Gravel Road Bed
Class 5 Administrative Access Road (Administrative Roads) - All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas. Route Numbers 400-499. Class 6 Restricted Road (Administrative Roads) - All roads normally closed to the public, including patrol roads, truck trails, and other similar roads. Route Numbers 400-499. Note: Functional Classes 5 and 6 have the same route numbers because historically they were numbered similary and often there is little distriction between these routes. For example, because utility areas and employee housing are often closed to the public, this restriction would result in classification of FC 6 rather than FC 5. Class 7 Urban Parkway (Urban Parkways and City Streets) - These facilities serve high volumes of park and non-park related traffic and are restricted, limited-access facilities in an urban area. This category of roads primarily encompases the major parkways to our nation's capital. Ofther major park roads or portions thereof, however, may be included in this category. Route Numbers 1-9. Class 8 City Streets (Urban Parkways and City Streets) - City streets are usually extensions of the adjoining street system that are owned and maintained by the National Park Service. The construction and/or reconstruction should conform with accepted local engineering practice and local conditions. Route Numbers 600-699. Class 9 Boat Ramp - (Public and Administrative) Route Numbers 900-1999. 	Class 4	primitive campg their use may b Note: Fur	rounds and undeveloped areas. These roads freque e limited to specially equipped vehicles. Route Numl actional Classes 3 and 4 have the same route numbe	ntly have no minimum design standards and bers 200-299.	CB - Cobble Stone Road Bed SA - Sand Road Bed DT - Dirt or Native Material Road Bed
<ul> <li>trails, and other similar roads. Route Numbers 400-499.</li> <li>Note: Functional Classes 5 and 6 have the same route numbers because historically they were numbered similarly and often there is little distinction between these routes. For example, because utility areas and employee housing are often closed to the public, this restriction would result in classification of FC 6 rather than FC 5.</li> <li>Class 7 Urban Parkway (Urban Parkways and City Streets) - These facilities serve high volumes of park and non-park related traffic and are restricted, limited-access facilities in an urban area. This category of roads primarily encompasses the major parkways which serve as gateways to our nation's capital. Other major park roads or portions thereof, however, may be included in this category. Route Numbers 1-9.</li> <li>Class 8 City Streets (Urban Parkways and City Streets) - City streets are usually extensions of the adjoining street system that are owned and maintained by the National Park Service. The construction and/or reconstruction should conform with accepted local engineering practice and local conditions. Route Numbers 600-699.</li> <li>Class 9 Boat Ramp - (Public and Administrative) Route Numbers 900-1999.</li> <li>Apark road system contains those roads within or giving access to a park or other unit of the NPS which are administered by the NPS, or by the Service in cooperation with other agencies. The assignment of a functional classification (FC) to a park road is not based on traffic volumes or design speed, but on the intended use or function of that road or route.</li> <li>The historic route numbering system also included a 300 number series for interpretive roads, and a 500 series for one-way routes. The agproximately 250 roads nationwide which are designated by the 300 and 500 series for one-way routes are not as clearly tied to a specific functional class, the 300 and 500 series for interpretive and one-way routes are not as clearly tied to a specific functi</li></ul>	Class 5				
related traffic and are restricted, limited-access facilities in an urban area. This category of roads primarily encompasses the major parkways which serve as gateways to our nation's capital. Other major park roads or portions thereof, however, may be included in this category. Route Numbers 1-9. Class 8 City Streets (Urban Parkways and City Streets) - City streets are usually extensions of the adjoining street system that are owned and maintained by the National Park Service. The construction and/or reconstruction should conform with accepted local engineering practice and local conditions. Route Numbers 600-699. Class 9 Boat Ramp - (Public and Administrative) Route Numbers 800-899. Parking Area - (Public and Administrative) Route Numbers 900-1999.	Class 6	trails, and other Note: Fu similarly a employee	similar roads. Route Numbers 400-499. nctional Classes 5 and 6 have the same route numb nd often there is little distinction between these roui housing are often closed to the public, this restrictio	pers because historically they were numbered tes. For example, because utility areas and	
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